

**The Official Publication of the  
San Francisco Bay Area  
Chapter of the Corvair Society  
of America --- Chapter 947**

Dedicated to the enjoyment, history and preservation of the *Chevrolet Corvair* produced from 1960 through 1969. This unique, rear-engined, air-cooled automobile grabs as much attention today as it did 50 years ago!



**VOLUME 332**

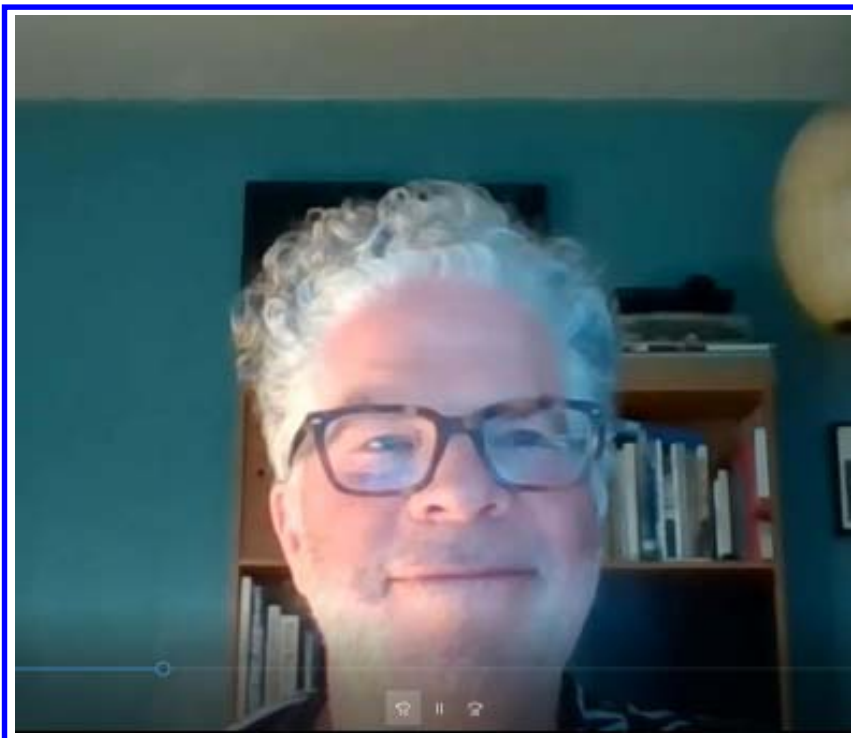
**MAY 2021**

**Look for us on the Web!**

**<https://www.SFBACorsa.org>**

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**Welcome Ray Welter As Our  
New SFBA President!**

**Next SFBA Zoom Meeting Thursday,  
May 6<sup>th</sup> @7:00PM (#739 9816 7995)**

## Letter From the Editor

I hope everyone is doing well and staying Covid free. Our last SFBA Corsa Zoom meeting was well attended with about 13 people. We even had Vini from the UK. No small feat as it was 3:00 AM his time. We thank him for getting up so early just to attend our meeting!

At the meeting it was announced that Ray Welter stepped forward to be our next Club President! As you know this position has been vacant for a year or more. Ray has been a Club member for at least 7 years and brings a new set of eyes, new energy, and a fresh perspective. We look forward to having Ray as President and hearing his ideas for the Club's direction.

At the last meeting Ray mentioned a Breakfast Club Rally group. In an email to the Club Ray said "I haven't done one of these yet, but they seem pretty cool, no uppity attitudes and welcome all cars without regards to condition. They even mention that the last rally they "only" had 3 Hagerty tow calls! You have to get on their email list and then they send you the info ahead of time to register. They only allow a certain number of cars and are primarily located in the North Bay, so it may be too far for some of us, but I think it would be pretty cool to do one of these. Depending on timing and route, I may try to do the one in June.". To this Don added "I see in the past there was an "air-cooled" rally... They mentioned Porsche but left Corvair out. I say we look for the next one and make a run at them with the air cooled chevy!". And Josh said "Yes! We totally need to represent at the next air cooled event! I subscribed to their site and hope to attend an event soon. Maybe Ray and I can get on the same one and feel it out. I like their disposition!". Dave Newell added "An air cooled rally could be a great publicity tool for Corvairs, shoulder to shoulder with Porsches and VWs. It wouldn't be hard to locate a Tatra (Czech rear engine 4 cyl. or V8) and a few NSUs (baby Corvairs) in N. Calif for some added fun. They're not as rare in the US as you might think.". To this Vince added "Don't forget about the Franklins (1902-1934) and Crosleys (1939-1945). There are still some of these driving around."

**On The Cover:** We wish to welcome Ray Welter as our new SFBA Corsa President! As a long time SFBA member Ray will do a good job of representing our Club. (Editors note: I apologise for the quality of this image. I just did a screen capture from our last Zoom meeting as I was running out of time.)

## Current SFBA Corsa Officers

<b>President</b>	<b>Vacant (at the moment)</b>
<b>Vice-President</b>	<b>Harry Kypreos</b> , 7840 Creekside Dr, Dublin, CA 94568 email: HKypreos@epicor.com
<b>Secretary</b>	<b>Clark Calkins</b> , 1907 Alvarado Ave., Walnut Creek, CA 94597 - (925)478-8909 email: CaCalkins@astound.net
<b>Treasurer</b>	<b>Harry Kypreos</b> , (address above)
<b>Committees</b>	
<b>Membership</b>	<b>Joshua Deitcher</b> , 375 Harris Ave, Rodeo CA 94572 (510)388-4986 email: SFBACorsa@gmail.com
<b>Library</b>	<b>Dave Newell</b> , 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 email: chevrobilia@yahoo.com
<b>Newsletter</b>	<b>Clark Calkins</b> (address above)
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This month we have another article by Carl Kelsen. It's an interesting account of the first Corvair in Australia. Brought in by GM Holden

(See **Letter...** on page 10)

The Spyder Web is published twelve times a year by SFBA Corsa, Chapter 947 of the Corvair Society Of America (CORSA). The group meets monthly on the first Thursday at 7:00 PM at Black Bear Diner on Sycamore Valley Rd in Danville except for special occasions. Membership costs \$25/yr (membership in CORSA, \$38/yr, is encouraged). An associate membership (newsletter only) is available for \$15/yr. Memberships begin on January 1 of each year (first year is prorated).

Advertising space in the Spyder Web is available for \$50/yr (1/4 page), \$75/yr (1/2 page), and \$100/yr (full page). Business card size ads are \$25/yr but do not include a subscription to the newsletter. All material should be sent to the editor (address above) or emailed to CaCalkins@astound.net. Material must be received at least two weeks prior to the next meeting date.

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# Minutes of the Last Meeting

April 1, 2021

The Board meeting started at 6:45. Just Josh and Clark initially. Not much to go through so the regular meeting was opened quickly. In short order we were joined by Carl, Tony, Chris Myers, Don, David Gray, Paul, Ray Welter, Seth, Lane, Vini (from the UK – it's 3:00AM his time!), and Vince Petrie from Central Coast Corsa. Sorry if I missed someone.

**Treasury Report:** The bank balance reported in the last newsletter was \$4725.63.

**Membership:** Josh reported Eric Vandeburgt has joined (actually re-joined) SFBA. Eric has a nice '61 Lakewood station wagon.

**Old Business:** Nothing mentioned.

**New Business:** The big news this month is that Ray Welter stepped up and volunteered to be Club President. Ray has been an SFBA member for 7+ years. I believe he joined in mid-2014. Josh asked if anyone else was interested and without any opposition he was "voted" in. Ray will bring new energy and fresh ideas to the Club!

**Events:** Josh went to the San Francisco at Ocean Beach cars & coffee. Several nice Corvairs showed up and garnered lots of attention.

The Donut Time event in El Cerrito has given SFBA a lot of exposure. Six Corvairs showed up last time.

Ray mentioned there was a Breakfast Club Rally group that would be interesting to attend (<https://www.breakfastclubrally.com>).

As reported last month Vairfest in Arroyo Grande is finalized for June 25-27.

Carl said in late October there would be a National Chevrolet Festival car show (in Australia) and he is planning on bringing his RHD Corvair.

**Tech:** Carl said he got the A/C working on his Corvair. The problem was the motors were not assembled correctly, the grounds were poor, and the switches were

bad. On Marc Corbin's advice, he replaced the switches and added relays to take the load off the switches. Everything is working great now. What's left to do? Go over brake lines, add all fluids, get alignment checked. Then get engineering approval for this RHD conversion (costs \$1000 but you have to do it!). Finally get a Road Worth Certificate (equivalent to our Registration). Then you can drive it on the roads. Quite an ordeal. Interestingly Carl has a '62 Impala hardtop that's fully loaded. In its day in Australia, Chevrolet's were considered very high-end luxury automobiles and only Heads of State or Corporate CEOs had them. Considering the import duties and cost of RHD conversion, they went for serious money (maybe \$400k in today's dollars!).

Vince said that the Corvair alignment specs were developed for bias-ply tires and radial tires needed slightly different values. Josh said that a Wheel Alignment Manual published in '78 by Fred Johnson contained lots of easy-to-follow instructions. Paul said he used the guide to construct the specialized tools and aligned his Corvair. He said they worked very well. Don mentioned that he bought an alignment setup from Summit Racing (about \$150). Basically, it is a precision angle finder to measure caster, camber, and toe-in.

Vince asked if Corsa had Tech Guide #4 ready. Josh said that the Guide is finished. When the first run of copies are ready they will be put on sale (they want to be able to ship orders immediately). The Guide will also be available on Zip Drive in PDF format. Chris said he likes this idea as that this allows you to print the page you need and when it gets greasy (as it will!) you can toss it. Josh will let everyone know when these are available. Vince asked for a "show of hands" for who would order a copy. Most indicated that they would.

Chris asked about Club flags. Josh said that the Zazzle site would custom make most any flag and also magnetic signs. David said he had a magnetic sign on his yellow Spyder for about a year. He no-

ticed some bubbling of the paint when he took it off (original Lacquer paint). It took a few weeks before the bubbling went away. So if you put a magnetic sign on your car, don't leave it on too long. Don asked about signs that can be put on the "package tray" area. Along these lines Josh showed us a Club Banner he had made up (maybe 3' x 4') just before the



Pandemic. He was expecting to use it at Club events (like the Annual Picnic) but with the Covid restrictions it hasn't been out of his garage.

Josh asked Carl if he had any news regarding the "first Corvair in Australia". He said "no" but he will check and let us know. Hopefully he can talk the current owner into becoming a CORSA member as well. Don has his '65 up and running!

Paul said his '63 Spyder will be ready for paint shortly. He said that Bruce's '65 Corsa has been painted and the Maroon color is stunning!

Seth will take his convertible to Mell's (and use his lift) to work on the underside to make it safe to drive. Then he just has to install the carbs and get it running. Later he will see about getting it painted.

Carl asked if the power top on his convertible would clear the rear speakers. Seth said it should clear but you may have to guide the top by hand or the cover piece won't fit.

Seth asked who would be going to Vairfest in Arroyo Grande. Lane and Josh would go and maybe Clark. Seth will go down just for the day. They are expecting a big turnout this year with lots of So Cal folks as the Convention was cancelled.

Josh mentioned that he has been noticing some blow-by lately from one of his

(See [Minutes...](#) on page 10)

# Coming Events...

May 6 <sup>th</sup>	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
June 3 <sup>rd</sup>	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
June 25-27 <sup>th</sup>	Vairfest, Heratige Square Park, Arroyo Grande, CA.
Jul 27-31 <sup>st</sup>	CORSA National Convention, San Diego, CA. <b><i>Canceled!</i></b>
Sept 11 <sup>th</sup>	Ageless to Anarchy Corvair Show, El Segundo, CA.
Oct 22-24 <sup>th</sup>	Fan Belt Toss, details will be coming soon.

## ***SFBA CORSA Meeting Schedule 2021 (tentative)***

Thursday Jan 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Feb 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Mar 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Apr 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
<b>Thursday May 6, 7:00 PM</b>	<b>SFBA Regular Zoom meeting, ID = "739 9816 7995"</b>
Thursday Jun 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jul 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Aug 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Sep 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Oct 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Nov 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Dec 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"



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# Australia's First Chevrolet Corvair

## By Carl L. Kelsen

During the 1950s and 1960s General Motors Holden (GMH), the former Australian 'child' of its USA based parent company General Motors (GM), regularly imported vehicles from its parent company to Australia. These vehicles were used for evaluation, the results of which would then assist in the development of 'Holden' vehicles.

It's perhaps not surprising that the GMH designed 1962 'EJ' Holden Premier sedan, shown below, shares many styling clues with early model Chevrolet Corvairs. For example, compare the shape of the windscreen particularly at the base of the 'A' pillar with a 1960-64 Chevrolet Corvair windscreen.



But the subject of this article is the 1960 Chevrolet Corvair sedan that you can see in the attached period photos. This car is a very early production '60 Chevrolet Corvair that GMH imported from the United States to Australia late in 1959 for evaluation. We will never know, but it's nice to speculate that perhaps GMH considered building an air-cooled Holden Corvair!

Anyway, GM and GMH almost always crushed evaluation vehicles when they were no longer required but it appears that this early model Corvair avoided that end and was 'reportedly' sold to a GMH employee who then continued to use it for some years.

Beyond this, little is known about the car's history other than today it's in very poor condition and at some point, has had later model front body panels

installed. It's not known if GMH carried out these body changes or if a subsequent owner made the modifications.

Nevertheless, I regard this Corvair as being historically important to the whole Chevrolet Corvair story and I think the photos tell us the rest of the story.

### Photo 1.

Shows this Chevrolet Corvair parking within the grounds of Melbourne's GMH Fisherman's Bend Assembly plant. (Melbourne being the capital of the Australian state of Victoria). The people standing around the roped off area would have been GMH employees who I am certain were keen to be one of the first to view this strange new air-cooled rear engine Chevrolet.

### Photos 2, 3 & 4.

Shows this same '60 Corvair on display, during March 1960 at that year's annual International Melbourne Motor Show. The Corvair was being displayed by Preston Motors who at the time was Melbourne's principal authorised Chevrolet dealer.

It's important to appreciate that this Chevrolet Corvair was not being offered for sale. Its purpose was to simply attract buyers to the Preston Motors show stand in the hope that they would then buy a new Holden or if they had lots of money, a new Chevrolet Belair sedan with genuine leather upholstery.

Although it's hard to visualise in 2021, the Chevrolet brand in Australia during the 1950s and 1960s meant 'high priced luxury motoring' and the Corvair would have been seen by Australians of that period as a small luxury class car.

### Photos 5, 6, 7, 8 & 9.

These photos show the car as it ap-

peared when photographed in 2005. It's understood that the current owner appreciates the car's unique history and hopefully this means it might surface one day restored to as close as possible to what it once was.

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### Above: PHOTO 1.

The location is the General Motors Holden (GMH) Fisherman's Bend assembly plant, Melbourne, Victoria, Australia. The photo was likely taken between late 1959 to early 1960.



### Above: PHOTO 2.

The location is Melbourne, Victoria Australia at the Melbourne International Motor Show which was held in March 1960.

(see [First Corvair](#) on page 6)

# First Corvair...



Above: PHOTO 3.



Above: PHOTO 4.

**Photos 3 & 4.** The location is Melbourne, Victoria Australia at the Melbourne International Motor Show which was held in March 1960. Note the Chevrolet / Holden dealer 'Preston Motors' signage in photo 3.



Above:  
Cutting taken from a 1960 Australian Motoring Magazine which reports on the 'new' Chevrolet Corvair which was on display at the March 1960 Melbourne International Motor Show but not offered for sale.

Photos 5, 6, 7, 8 & 9. Show this significant Corvair as it appeared when photographed in 2005.



Above: PHOTO 5.



Above: PHOTO 6.



Above: PHOTO 7.



Above: PHOTO 8.



Above: PHOTO 9.

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*Editors note: I reduced Carl's original 7 page article down to 2 pages to fit in the newsletter. Primarily I shrunk the pictures but I kept the order and text the same. Hopefully it is still informative.*

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# Eric Vandeburgt's '61 Lakewood

Hi Josh,

Thanks for your email, I'm looking forward to being part of SFBA Corsa.

I thought this might be of interest to the group. I have attached a picture of my 1961 Lakewood which has a very interesting history...it was a GM staff car back in Detroit MI starting on December 7, 1960. I have all paperwork since new, after 6,400 miles of being used by GM staff it was sold to one of their employees on May 18, 1961, who moved to Walnut Creek in 1963 to help setup Chevrolet dealerships in the bay area for GM. It was sold to its next owner in 1979 located in Saint Helena who was a car collector of sorts. In 1992 it was parked and stayed parked for around 18 years collecting dust...then in 2010 I found it. It was my true barn find experience...the

Lakewood was parked in a large 12 car garage surround by other classic and special cars that also were parked since the 1990's...lots of dust.

When I purchased the Lakewood I was not aware of its history...during the purchase I was able to go into the garage attic and found many NOS and used Corvair parts as well as a box of car literature and magazines. One day many months later I found an envelope in the box containing a treasure trove of documents for the Lakewood...very exciting day. Over the next two years I restored the mechanicals and got it driving on the road again. It get smiles wherever I take it.

Anyway I hope you enjoyed my little story above on this special Lakewood...

Look forward to meeting you and other club members.

Take Care,

Eric Vandeburgt  
Napa, CA

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# *Cars 'n Coffee Events in Northern California*

*- Josh Deitcher*

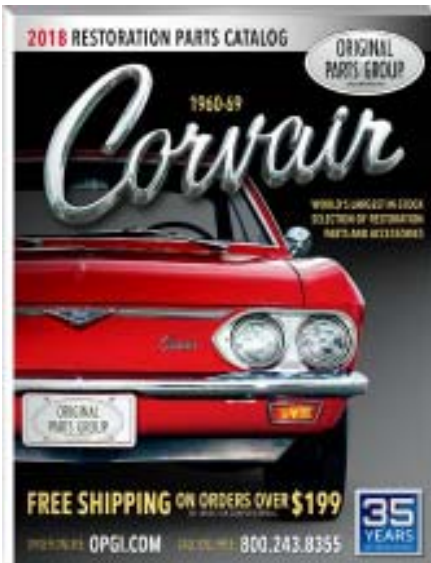
## **San Francisco - Ocean Beach**





# Donut Time - El Cerrito

We had a really fun meet-up at Donut Time in El Cerrito yesterday. We had four Corvairs show up. Two early, two late, all convertibles! Ray Welter's 64 Spyder, my 64 Monza, Lane Davidson's 66 Corsa and Don Burkhard's 69 Monza. Lots of different cars at this event and it's a really fun and welcoming atmosphere. Naturally, our Corvairs got a lot of questions and a lot of attention. The next one is scheduled for April 11th.



## Treasurers Report - Harry Kypreos

April 2021

Date	Activity	Check #	Credit	Debit	Balance	Status
04/01/2021	Beginning Balance				<b>\$4,796.18</b>	
04/22/2021	Membership Renewals		\$125.00		4,921.18	
04/04/2021	Zoom November			(15.00)	4,916.18	
03/26/2021	Newsletter (April)			(28.09)	4,888.09	
04/22/2021	Ending Balance				4,888.09	
<b>August Totals</b>			<b>\$125.00</b>	<b>(\$43.09)</b>	<b>\$4,888.09</b>	<b>(estimated)</b>

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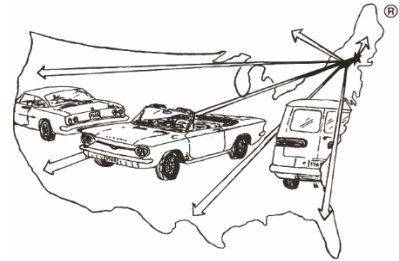
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## Minutes...

Corvairs. He will do a compression check. It might be bad rings. He has been having so much fun driving it that he may just add some thicker oil for the time being.

Ray's turbo has a high-speed hesitation and was wondering if this was do to a bad accelerator pump or maybe timing?

**Swap & Sell:** Nothing mentioned this month.

Meeting adjourned about 8:42.

Respectively submitted,

Clark Calkins, secretary

## Letter...

for a promotional event, no one is sure if GM ever intended to sell a Holden Corvair. The car, currently in desperate need of restoration, is owned by someone who is, at least, aware of its significance. Carl keeps in touch and will keep us informed.

In addition to Carl's article, Josh sent in pictures of two events he attended. As he puts it Corvairs are definitely being noticed.

Josh sent me a link for the Lehigh Valley Corvair Club Newsletter (<http://www.corvair.org/chapters/lvcc>). This has a lot of technical information that's very well done. In the April issue they cover the Corvair PCV system, Choke Rods, and Fuel Tank R&R. I have been reluctant to republish articles as this is sort of "stealing the thunder" from other clubs. But if you look you can find the clubs and sometimes their

newsletters on-line.

I hope you saw Greg Vargas' article in the last Communiqué ("Directors Turn At The Wheel"). Greg is a member of several clubs including SFBA. He presents an interesting account on What's Trending in the Corvair world.

Remember if you work on your Corvair, even if it's only to replace an oil seal or spark plug wires, take some pictures and send them to me. We are all interested in what other members are doing. It gives us more incentive to work on our cars...

Our May meeting will once again be a "virtual meeting" via Zoom. The time and date are May 6, 2021 from 7:00PM. If you sign in a bit late you will just join in the middle of the meeting. But that's ok; we love to have everybody join in when they can. And if you have to bug out early, that's ok too!

# Corvair Classifieds

## CORVAIRS FOR SALE

**'62 Corvair Coupe** 76k miles, started to restore but health conditions left me unable to finish. New tires, rebuilt dash, boiled gas tank, etc. I want it to go to someone who will restore it, only asking \$750 for SFBA members. Contact Niki at [njustmann@gmail.com](mailto:njustmann@gmail.com) (12/20)

**'62 Corvair 95 Corvan** 95 hp A/T, color White with Gold interior, 100k miles, condition:poor (solid body). Asking \$3000 (depends on options), Oregon City, OR. Contact Josh for more details. (10/20)



**'64 Monza Coupe** 110/AT, engine rebuilt by Mell, good interior. Been kept

in running condition Lassen county area (can deliver). Asking \$3000. Contact Dan McCormick (510)919-9527 (03/20)

**'65 Corvair Sedan**, factory air, White with Blue interior, 90k miles. Been garaged for 15-20 yrs. Car is located in



Glendale, CA. Open to reasonable offers. Contact JP Migrditchian in Pleasanton (415)994-7949 (12/20)

## CORVAIR PARTS FOR SALE

**Skip Polacchi** has the following parts for sale. Best to call evenings (530)474-4227.

**1 Pair Custom rebuilt**, new seats, c'ced 180 Heads \$850

**1 Pair Late 110** rebuilt heads - \$250

**1 Pair Late 95** rebuilt heads \$225

**1 Pair Big valve, Bill Thomas**.all new parts, angle port exhaust, rotated manifold, w/mod carbs, linkage & Otto air filters - \$1700 firm

**1 New complete Clark's** Ultimate 140 carb kit, linkage & air filter - \$700

**1 Rebuilt Late 95** short block w/ new S.T.D. GM pistons + barrels, resized rods w/ heads - \$875 firm

**1 All New Parts** for an early 102 hp NOS crank, cam, 0.030 pistons & barrels+heads, bearings etc. You assemble - \$725

**1 Excelant used Posi** for an early axle - \$250 firm

We still have other misc items

## CORVAIR MECHANICS

**David Gray: Fairfield** - Retired GM/Corvair Mechanic. Can do minor repairs, engine rebuilds, tune-ups. Located in Fairfield but can travel. Also has parts for sale. (916)531-0905 ([corvaiguru@gmail.com](mailto:corvaiguru@gmail.com))



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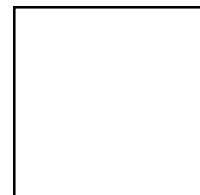




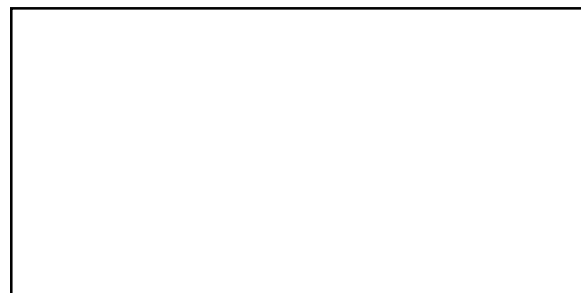
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